



Stakeholders Meeting Community Stakeholders Meeting April 11, 2016



City of Wildwood
Cape May County



- ❖ **Project Overview**
- ❖ **Concept Development Process**
- ❖ **Roadway Features and Existing Conditions**
- ❖ **Proposed Alignments & Improvements**
- ❖ **Project Schedule & Current Status**
- ❖ **Discussion and Next Steps**
- ❖ **Questions ???**



Project Overview



❖ **Project:**

- Rio Grande Avenue (CR661) Entrance Improvements Concept Development Study

❖ **Purpose:**

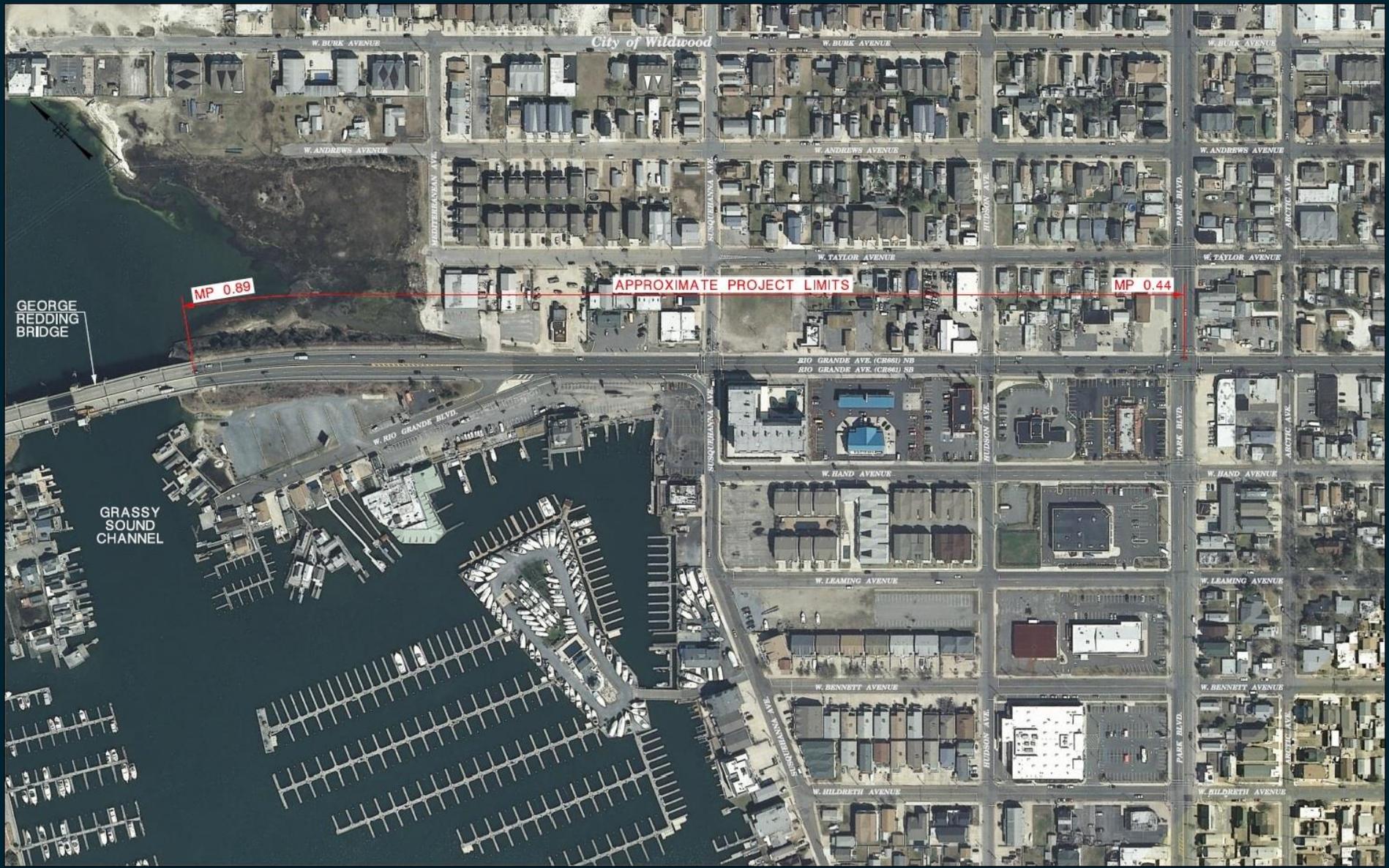
- Cape May County is conducting a study to widen the existing roadway:
 - reduce traffic congestion
 - improve existing drainage systems
 - enhance the gateway by adding streetscaping and destination signing

❖ **Location:**

- Rio Grande Avenue (CR661), Milepost 0.44 - 0.89
- City of Wildwood, Cape May County

❖ **Approximate Project Limits:**

- Rio Grande Avenue from the George Redding Bridge to Park Boulevard

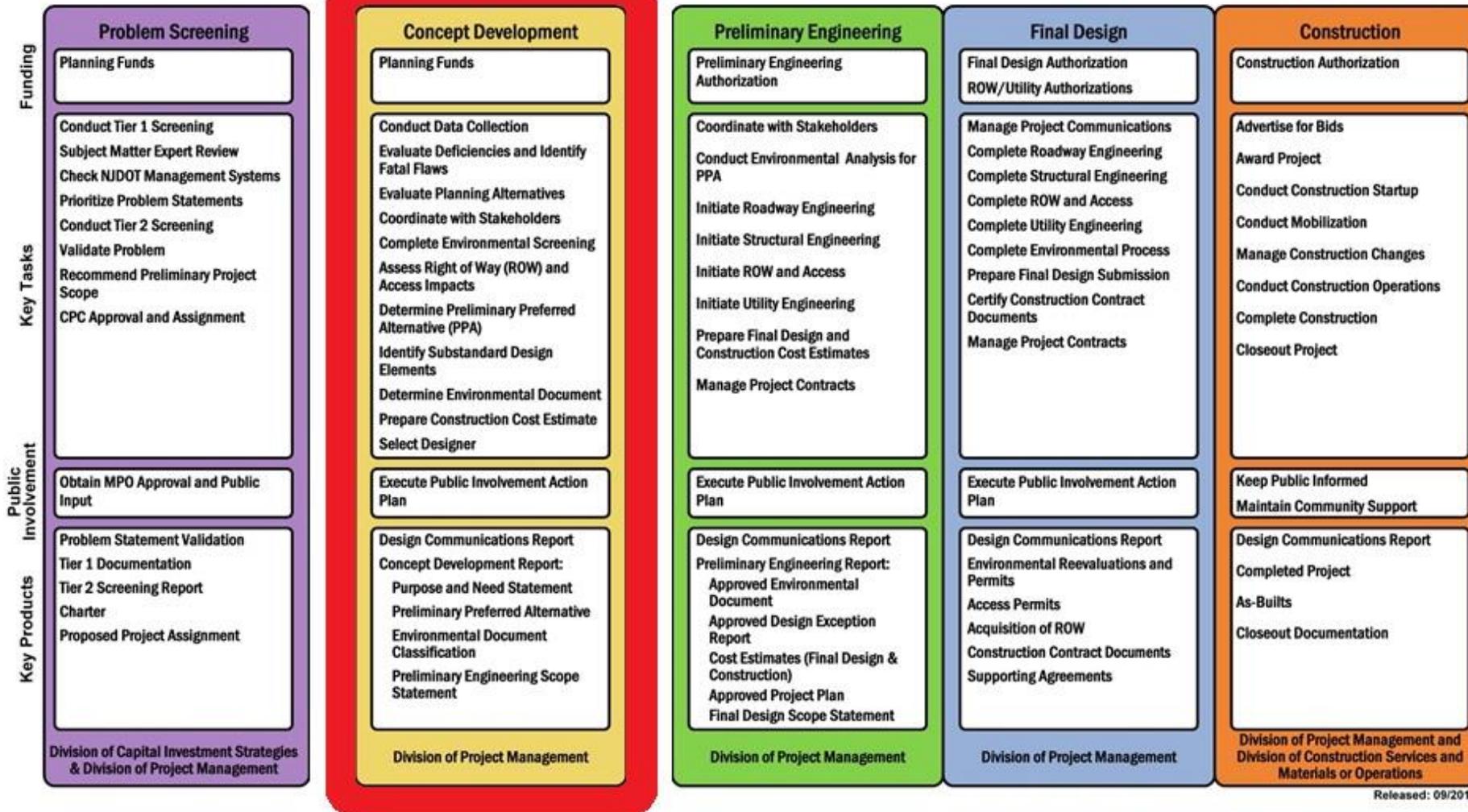


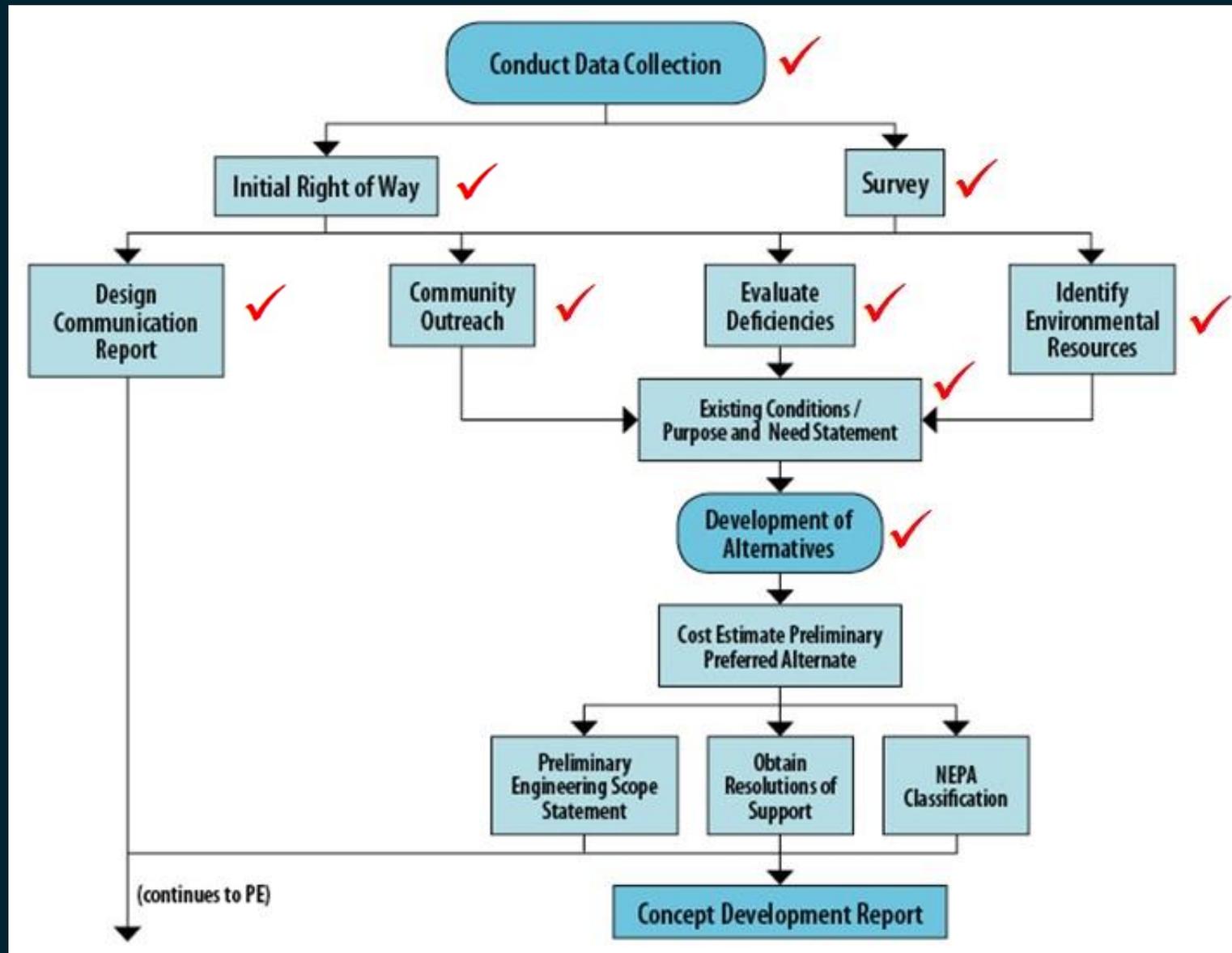


Concept Development Process



New Jersey Department of Transportation Project Delivery Process







❖ Environmental Process

- Federally funded project requires NEPA (National Environmental Policy Act) documentation.
- Environmental Screening to identify resources and concerns.
- Avoid, minimize and or mitigate impacts with Preferred Alternative.
- Coordination with permitting agencies.
- Includes public input and community development.

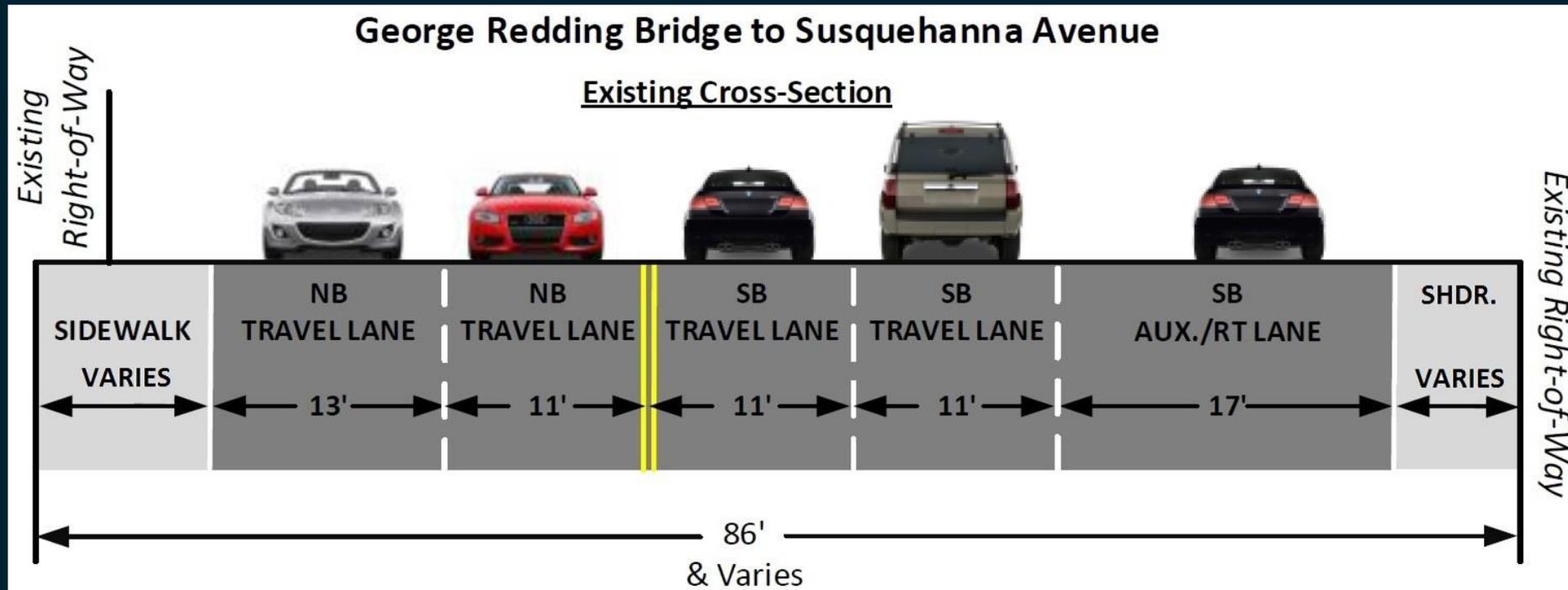


Roadway Features and Existing Conditions



❖ Existing Features from George Redding Bridge to Susquehanna Avenue

- 2 northbound lanes, 3 southbound lanes
- 11'-17' lane widths
- Varying shoulder widths
- Sidewalk on southbound side, worn path northbound side





❖ Existing Features from Susquehanna Avenue to Park Boulevard

- 2 northbound lanes, 2 southbound lanes
- 11' lane widths
- No shoulders
- 4' - 11' sidewalks on each side

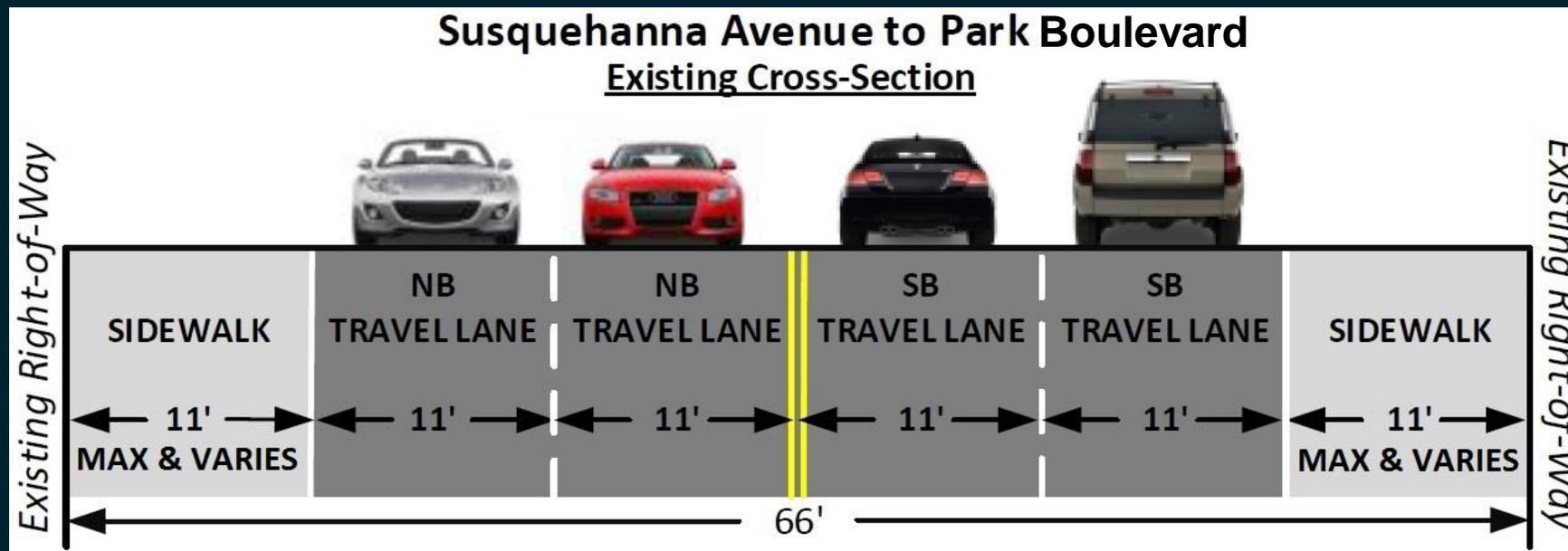




Photo 1: Rio Grande Avenue looking north



Photo 2: Rio Grande Avenue looking south

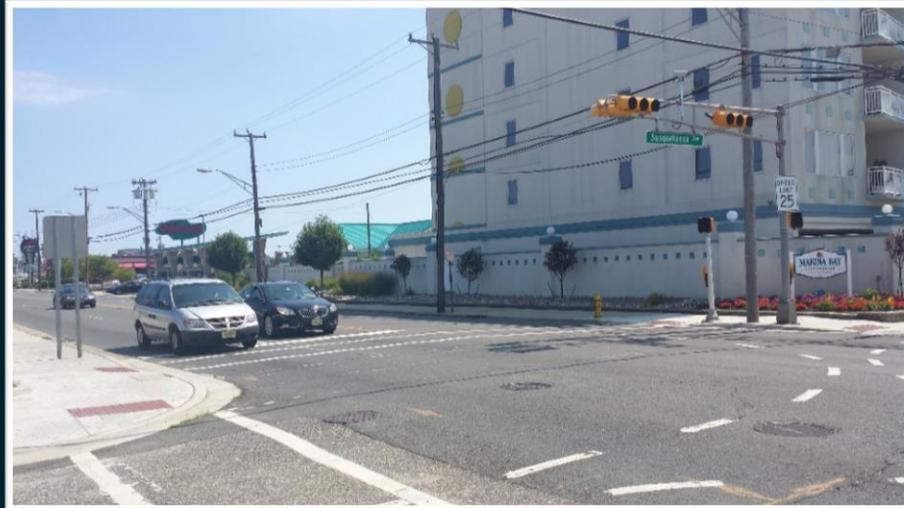


Photo 3: Rio Grande Avenue at Susquehanna Avenue



Photo 4: Rio Grande Avenue at Wawa



Photo 5: Rio Grande Avenue at Pizza Hut driveway



Photo 6: Rio Grande Avenue looking south at Hudson Avenue



Photo 7: Rio Grande Avenue at Hudson Avenue

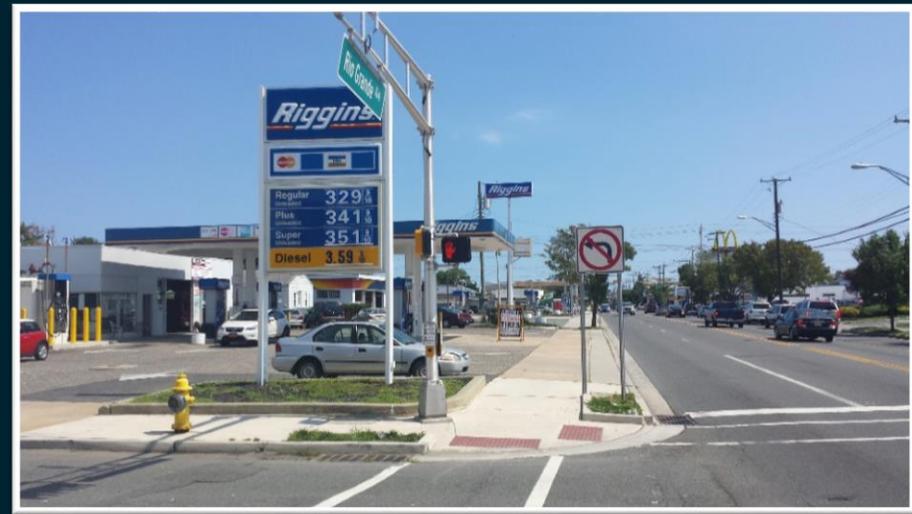


Photo 8: Rio Grande Avenue at Riggins gas station



Photo 9: Rio Grande Avenue at TD Bank



Photo 10: Rio Grande Avenue looking south at Park Boulevard

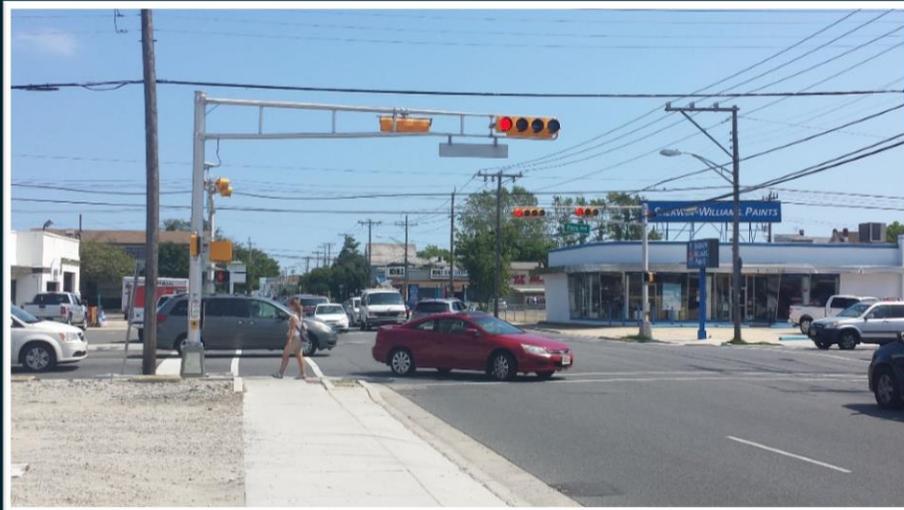


Photo 11: Rio Grande Avenue at Park Boulevard

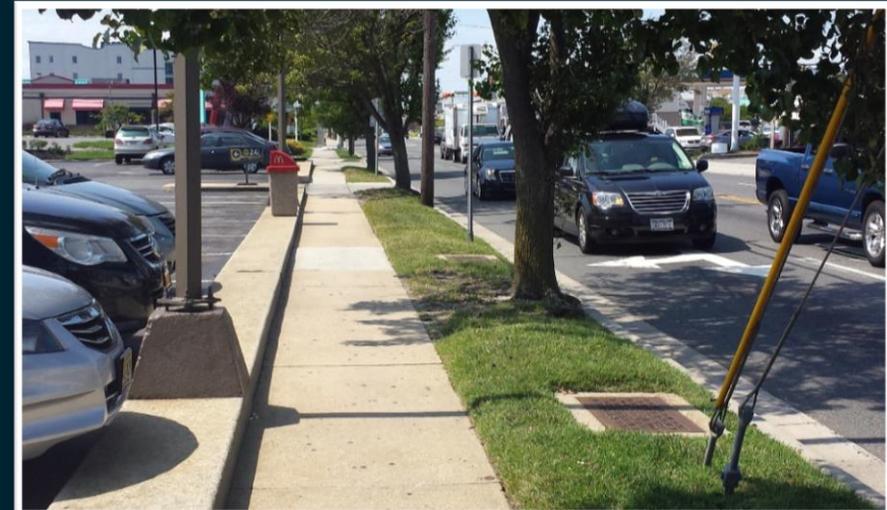


Photo 12: Rio Grande Avenue sidewalk at McDonald's

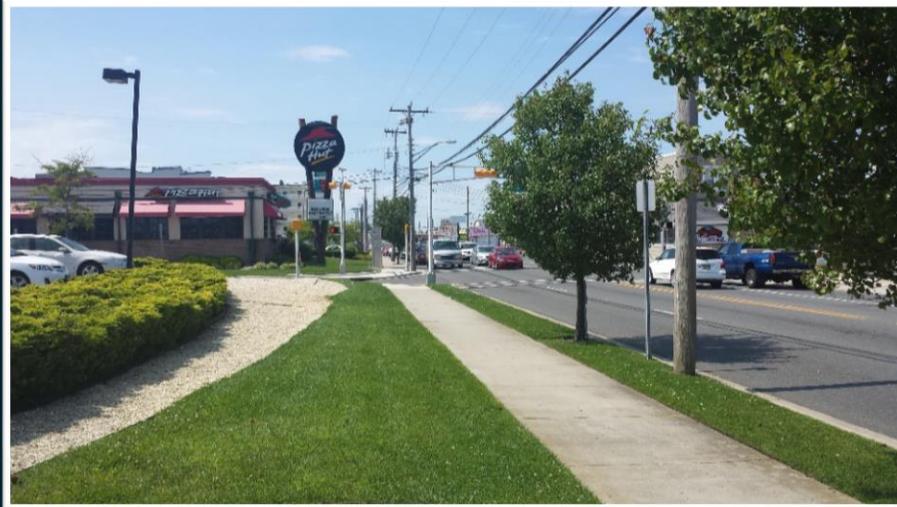


Photo 13: Rio Grande Avenue sidewalk at McDonald's

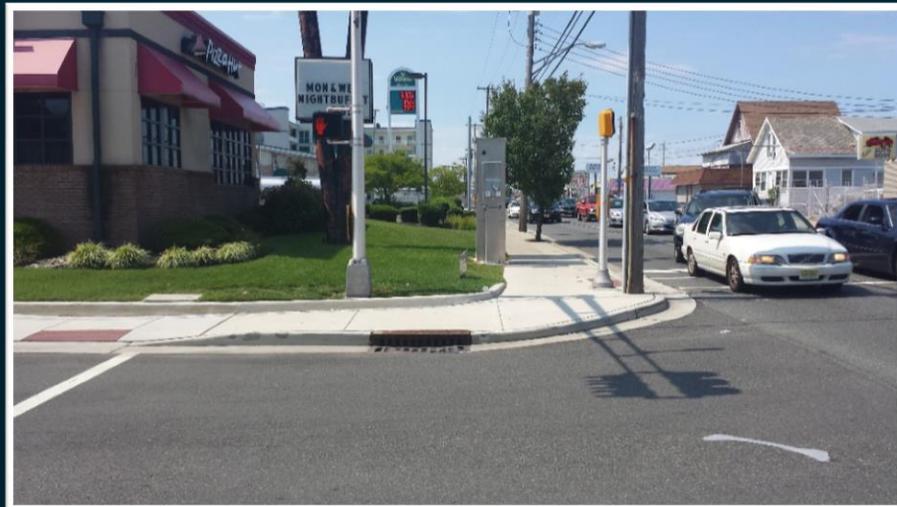


Photo 14: Rio Grande Avenue at sidewalk at Pizza Hut



Photo 15: Poor drainage at Rio Grande Avenue sidewalk looking north at Susquehanna Avenue



❖ Rio Grande Existing Roadway Features

- Roadway classification: Urban Principal Arterial
- Posted speed: 40 MPH from the George Redding Bridge to Susquehanna Ave.
25 MPH from Susquehanna Avenue to Park Boulevard
- Traffic volume: 6,000-35,000 ADT
- 2-3 lanes in each direction
- 11'-17' lane widths
- No shoulders

❖ Substandard Design Elements

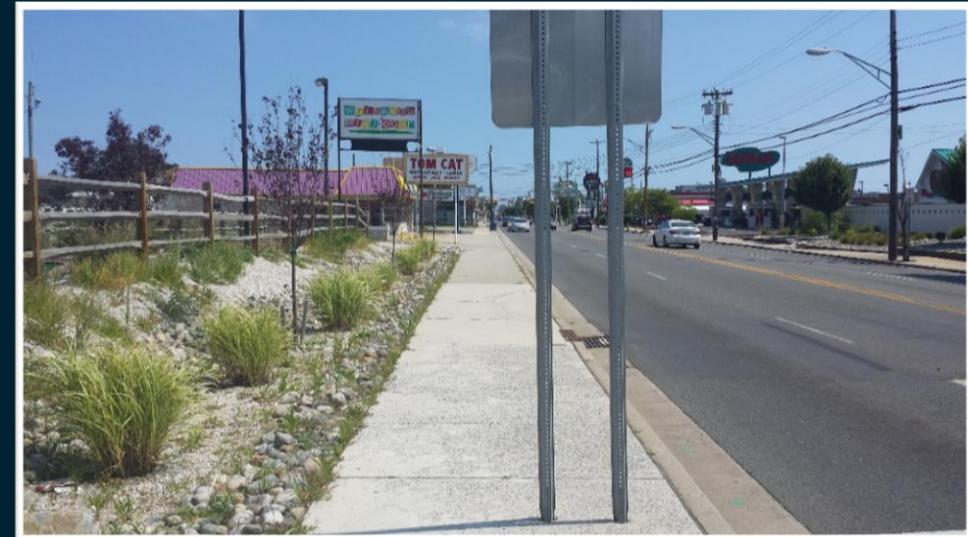
- No shoulders
- Substandard vertical profile





❖ Existing Bicycle/Pedestrian Facilities

- Lack of connectivity
- Substandard sidewalk width
- ADA non-compliant curb ramps



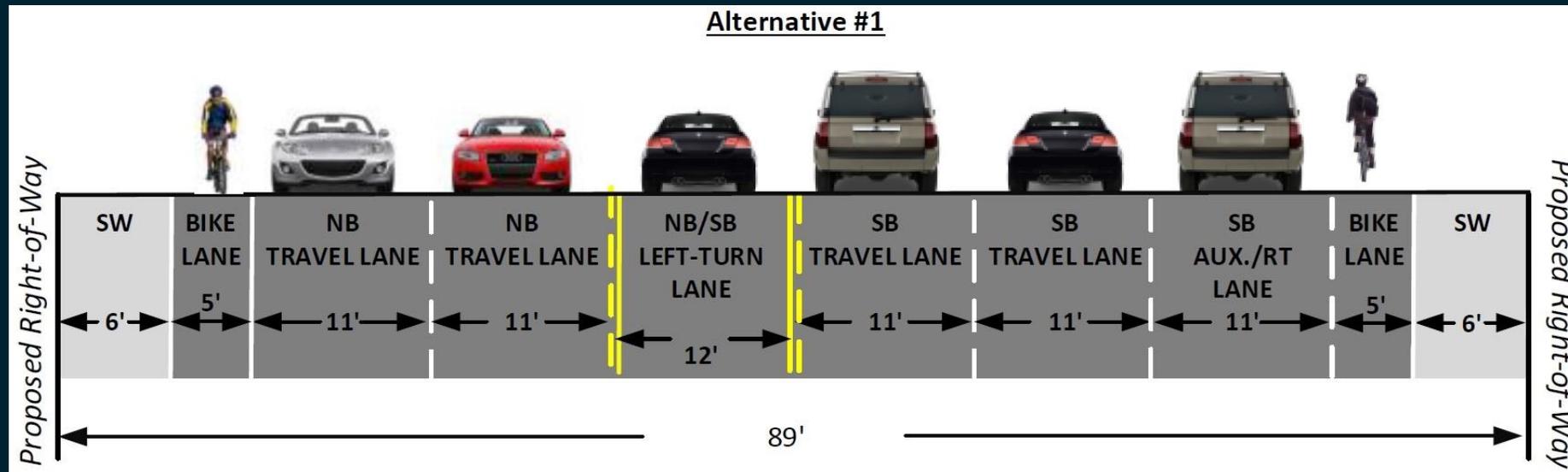


Proposed Alignments & Improvements



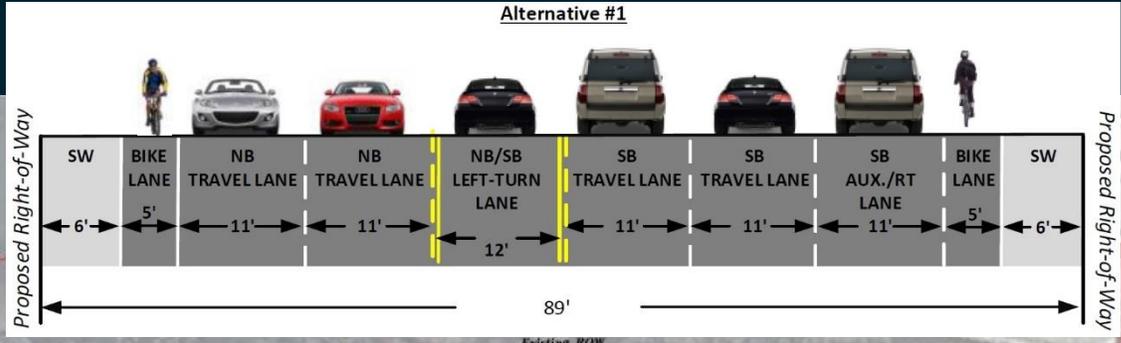
❖ Proposed Alignment 1 (George Redding Bridge to Susquehanna Avenue)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 11' SB Auxiliary/Right Lane
- One 12' Two-Way Left Turn Lane
- 5' Bike Lanes
- 6' Sidewalks





❖ Proposed Alignment 1 (George Redding Bridge to Susquehanna Avenue)

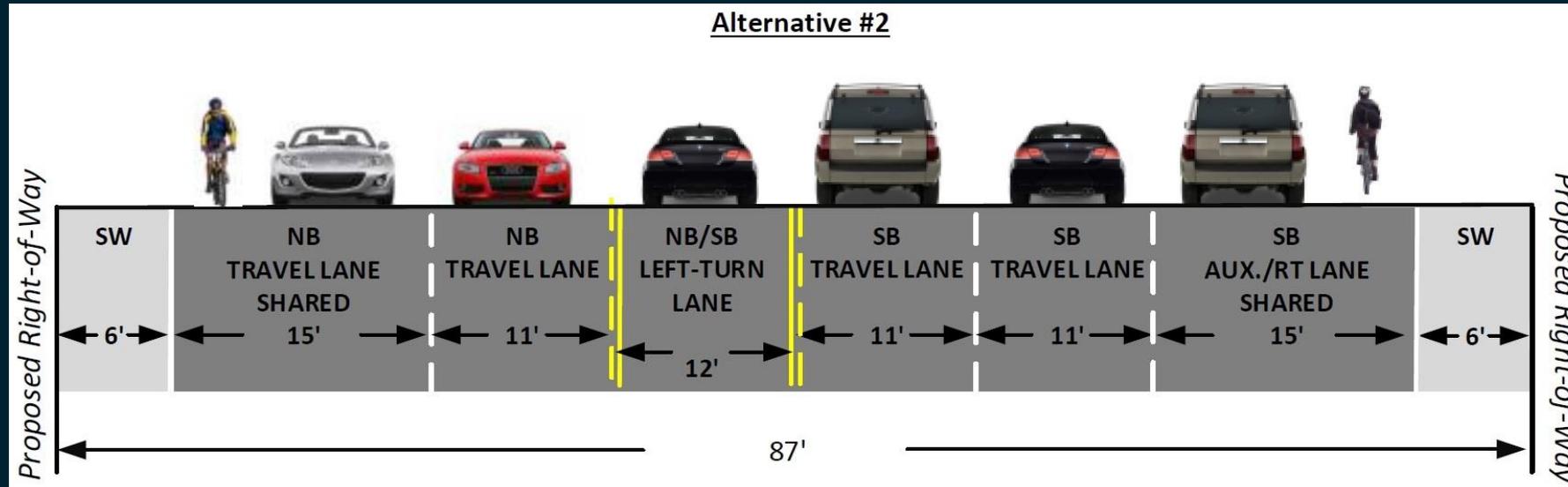


ALTERNATIVE 1: 89' PROPOSED CROSS SECTION



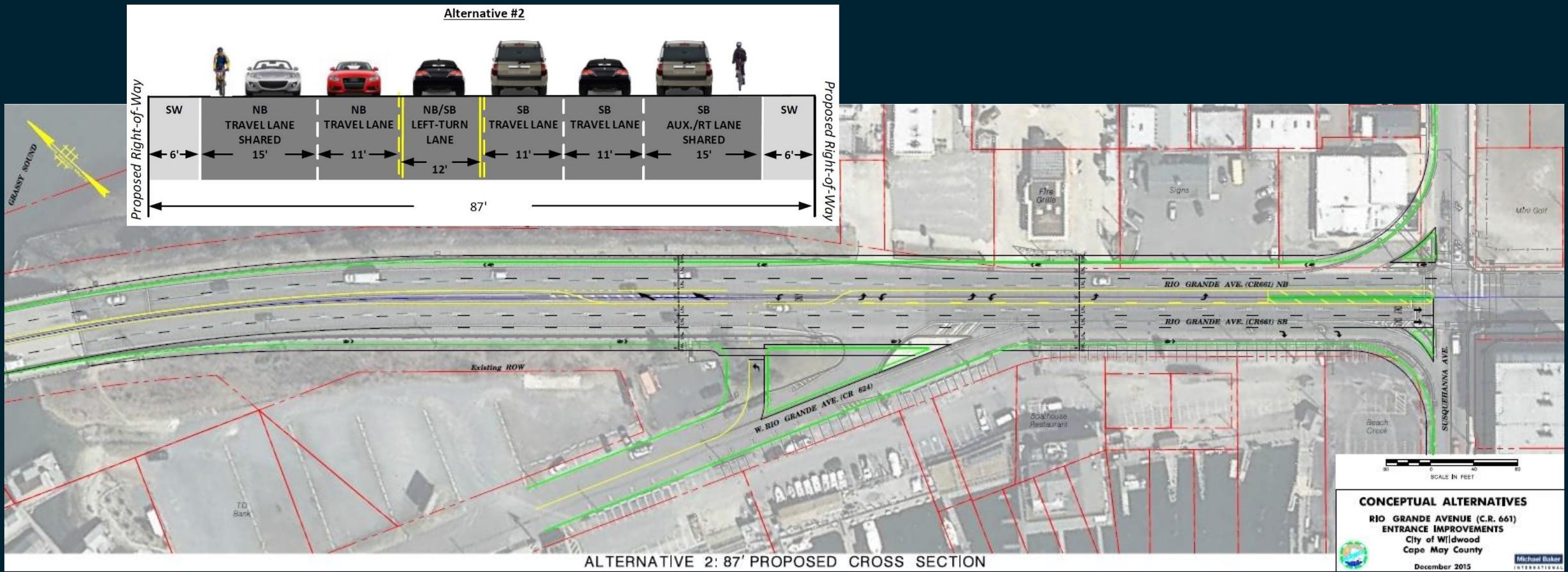
❖ Proposed Alignment 2 (George Redding Bridge to Susquehanna Avenue)

- One 11' NB Travel Lane
- One 15' NB Shared Travel Lane
- Two 11' SB Travel Lanes
- One 15' SB Auxiliary/Right Shared Lane
- One 12' Two-Way Left Turn Lane
- 6' Sidewalks





❖ Proposed Alignment 2 (George Redding Bridge to Susquehanna Avenue)



ALTERNATIVE 2: 87' PROPOSED CROSS SECTION

SCALE IN FEET
0 20 40 80

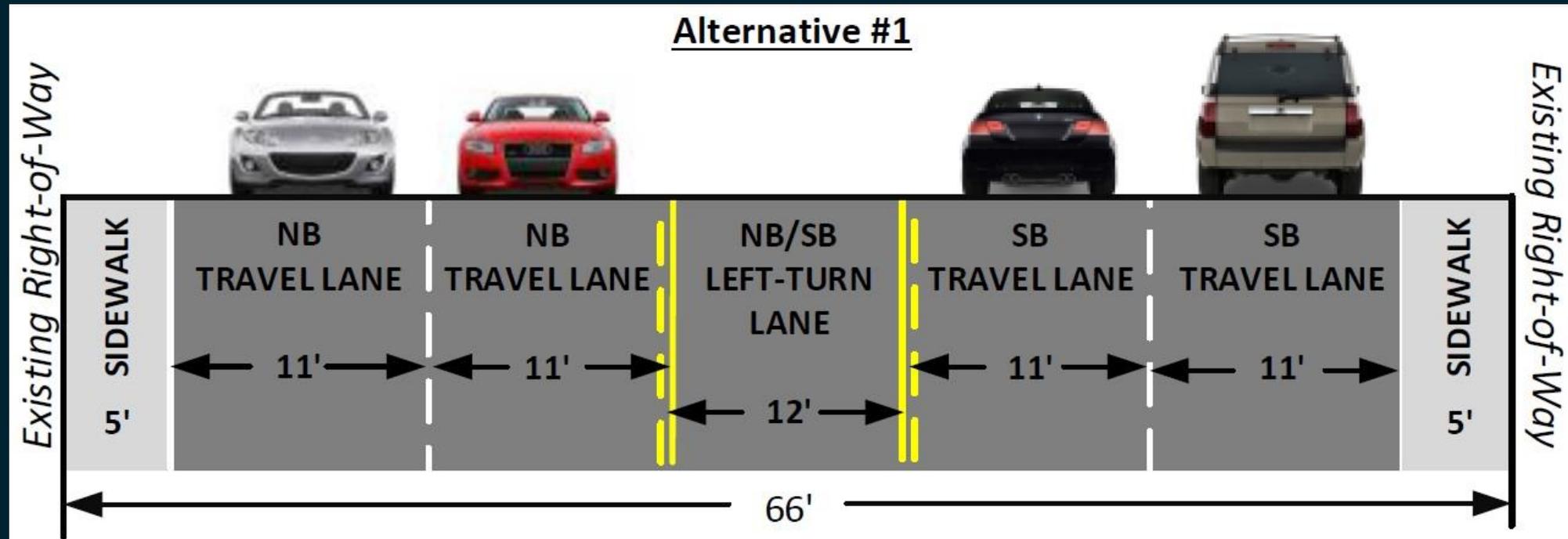
CONCEPTUAL ALTERNATIVES
RIO GRANDE AVENUE (C.R. 661)
ENTRANCE IMPROVEMENTS
 City of Wildwood
 Cape May County

December 2015



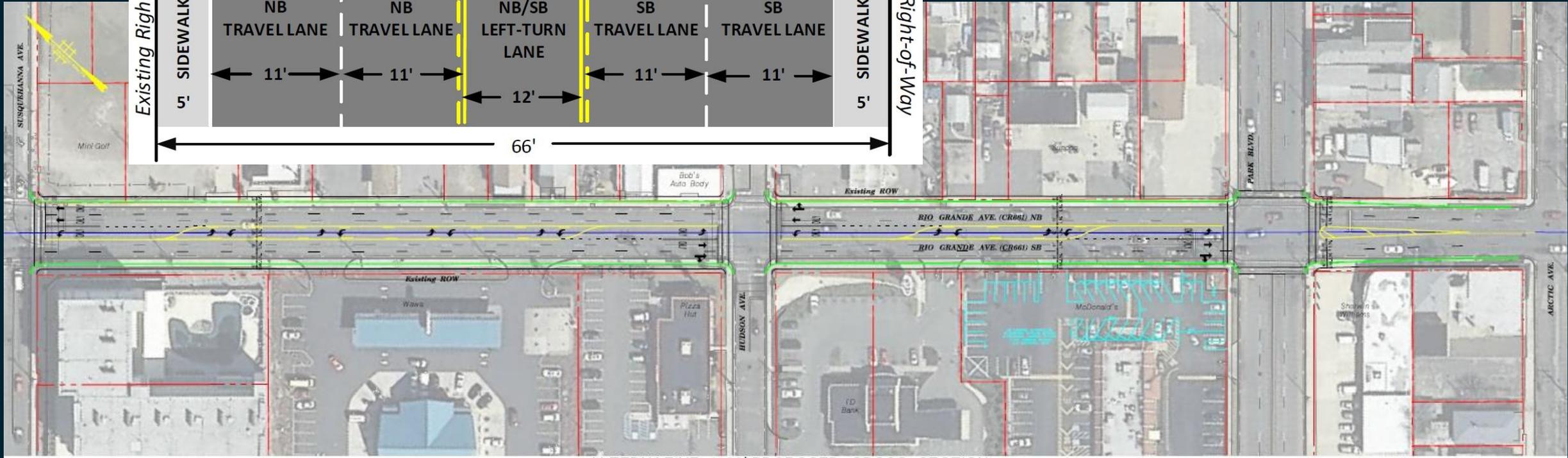
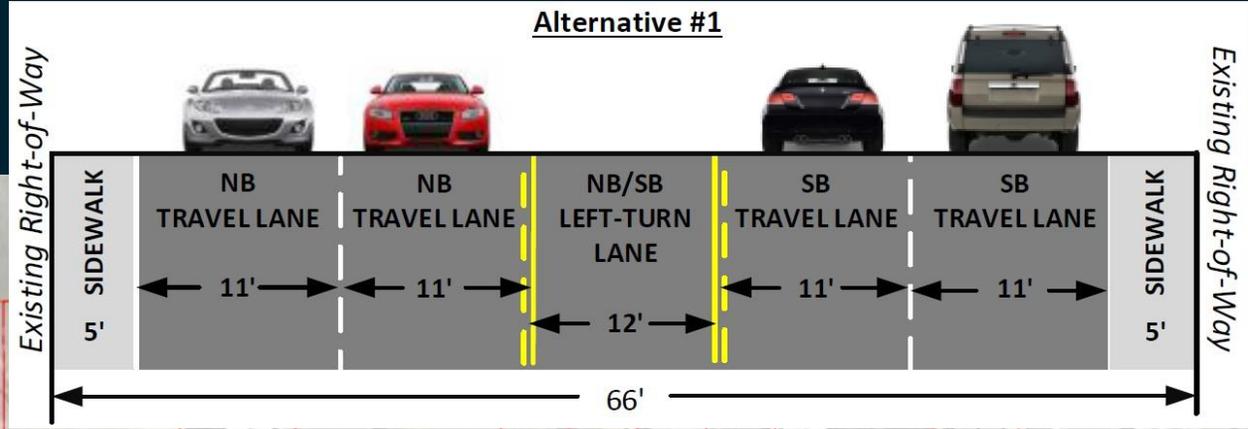
❖ Proposed Alignment 1 (Susquehanna Avenue to Park Boulevard)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 12' Two-Way Left Turn Lane
- 5' Sidewalks





❖ Proposed Alignment 1 (Susquehanna Avenue to Park Boulevard)

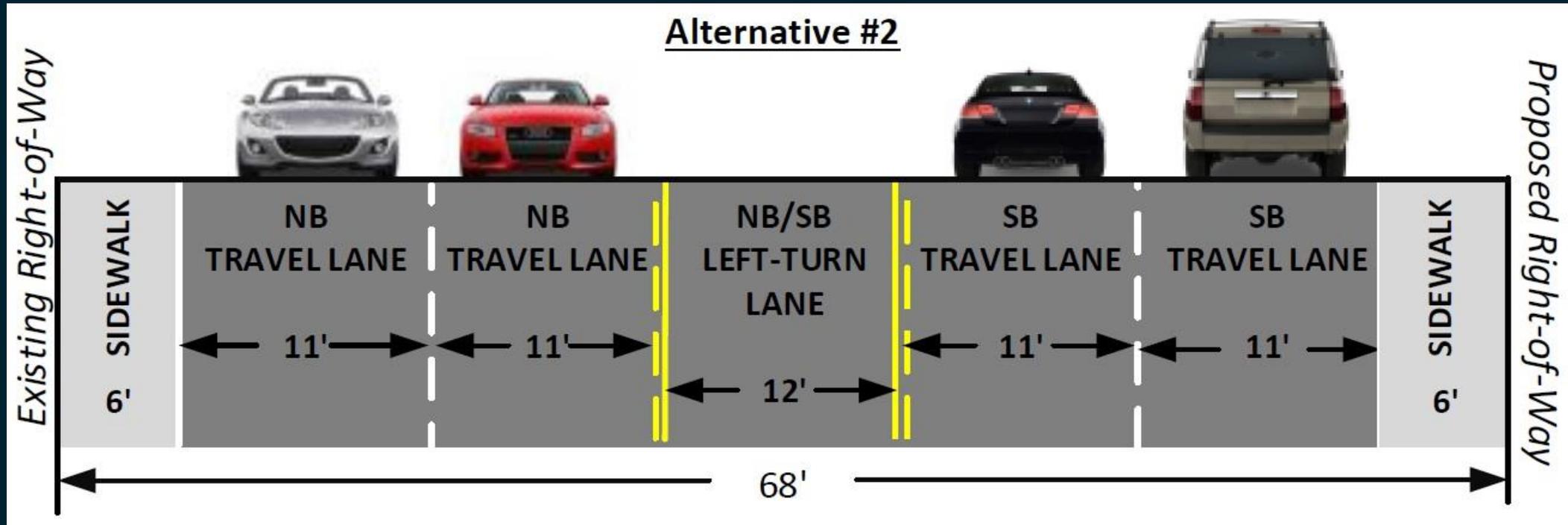


ALTERNATIVE 1: 66' PROPOSED CROSS SECTION



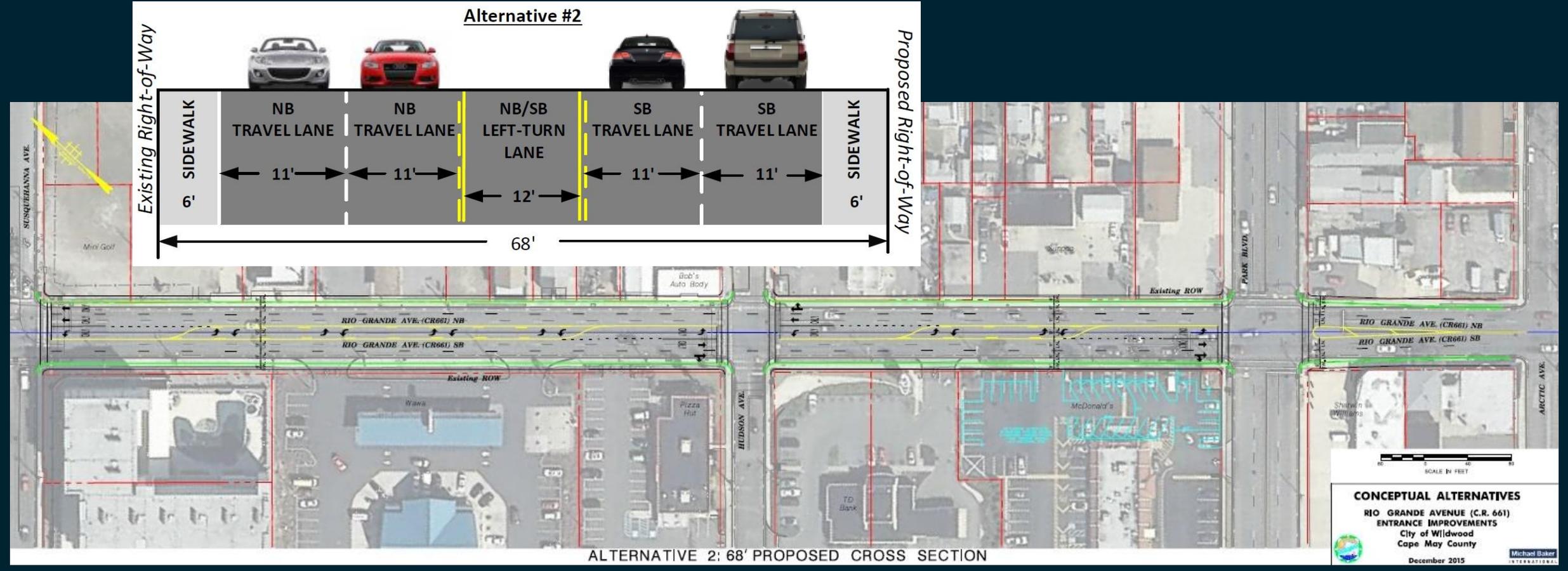
❖ Proposed Alignment 2 (Susquehanna Avenue to Park Boulevard)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 12' Two-Way Left Turn Lane
- 6' Sidewalks





❖ Proposed Alignment 2 (Susquehanna Avenue to Park Boulevard)

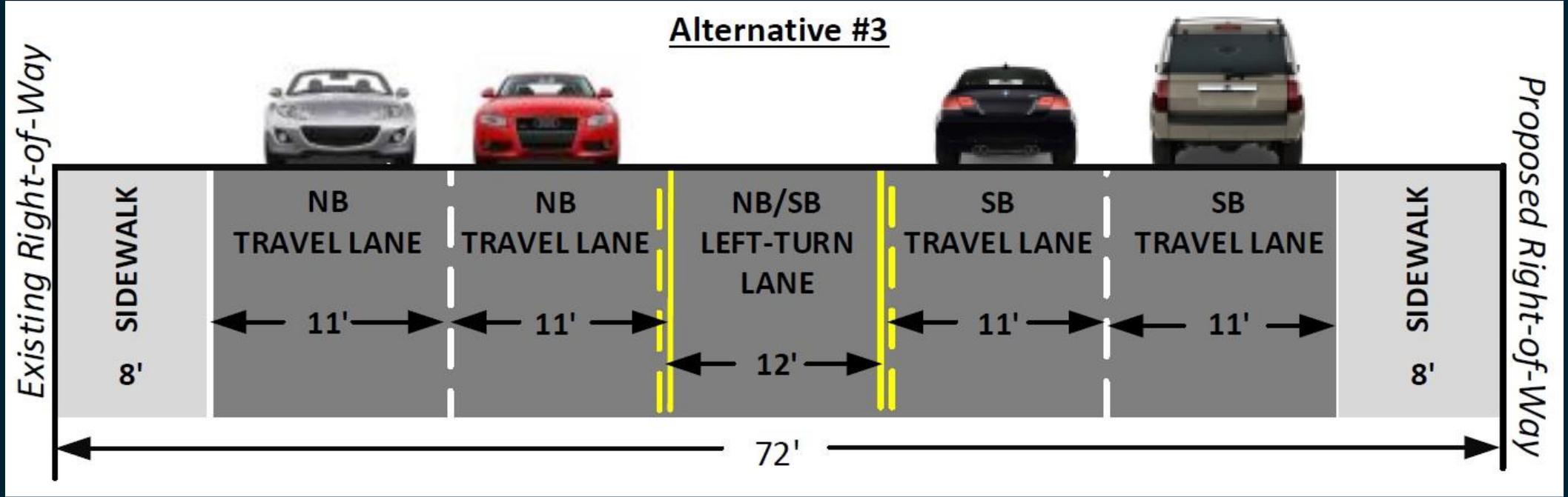


ALTERNATIVE 2: 68' PROPOSED CROSS SECTION



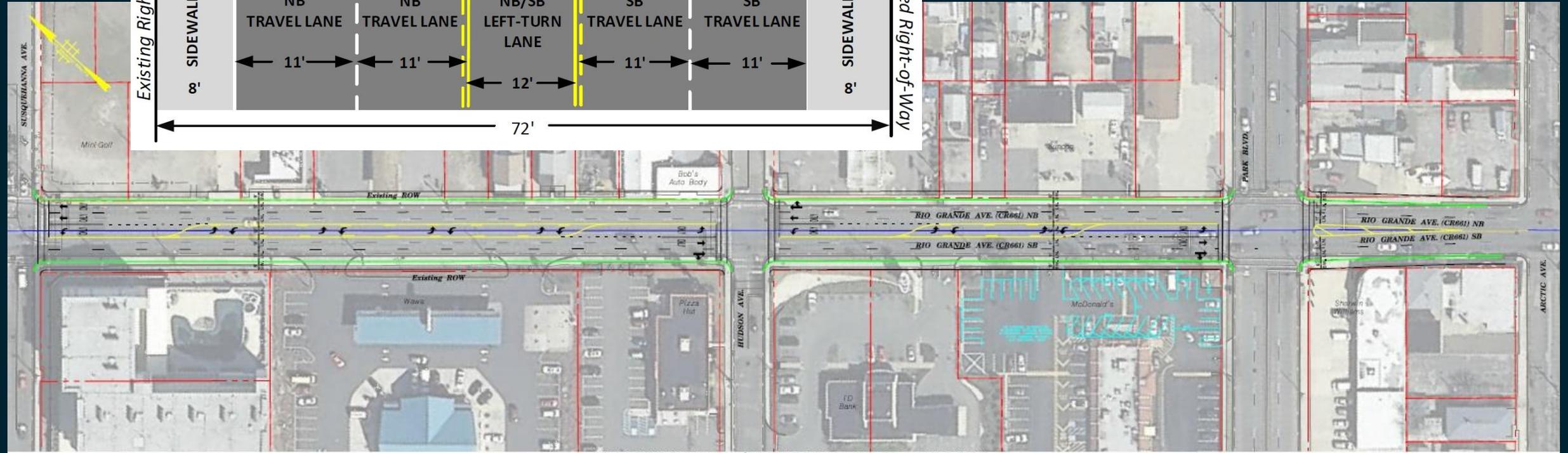
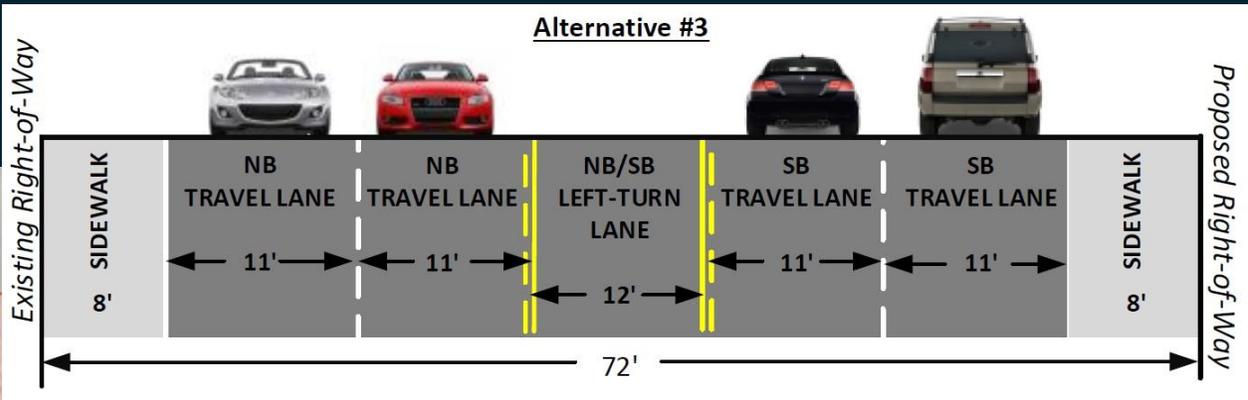
❖ Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 12' Two-Way Left Turn Lane
- 8' Sidewalks





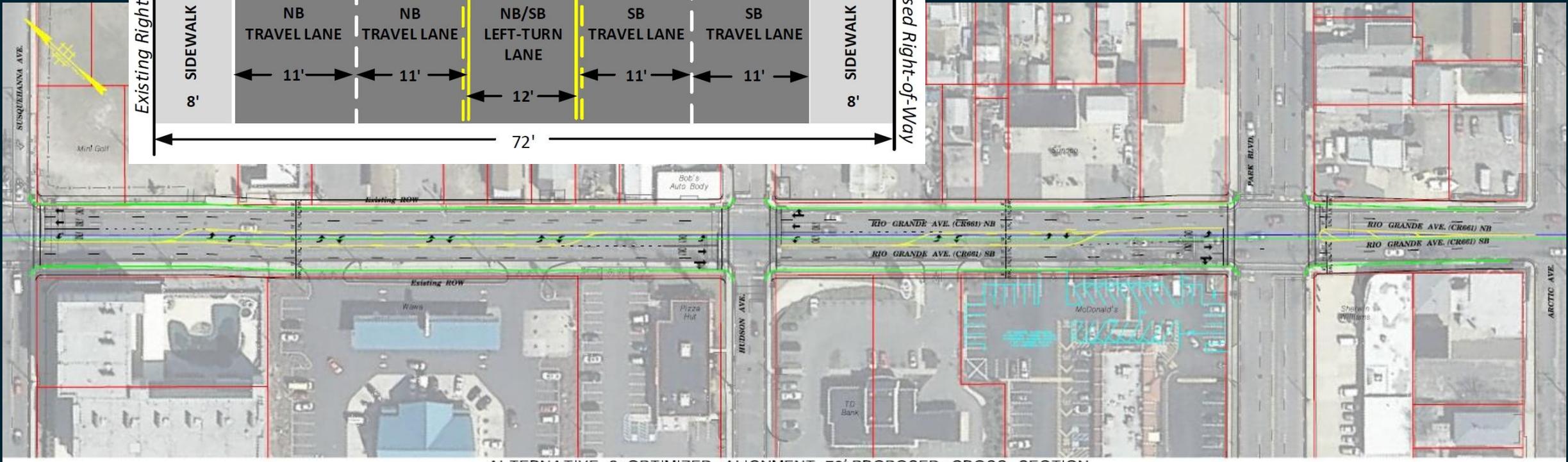
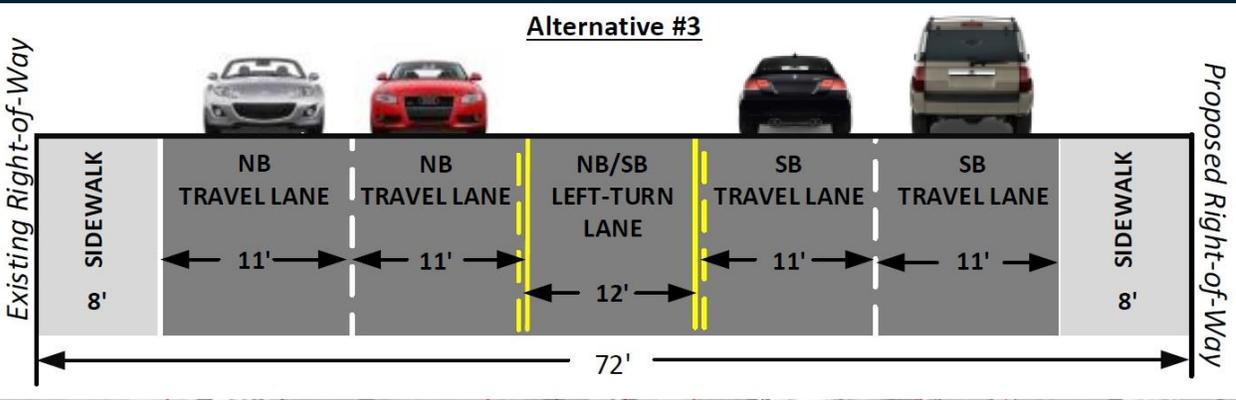
❖ Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard)



ALTERNATIVE 3: 72' PROPOSED CROSS SECTION



❖ Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard) - Optimized

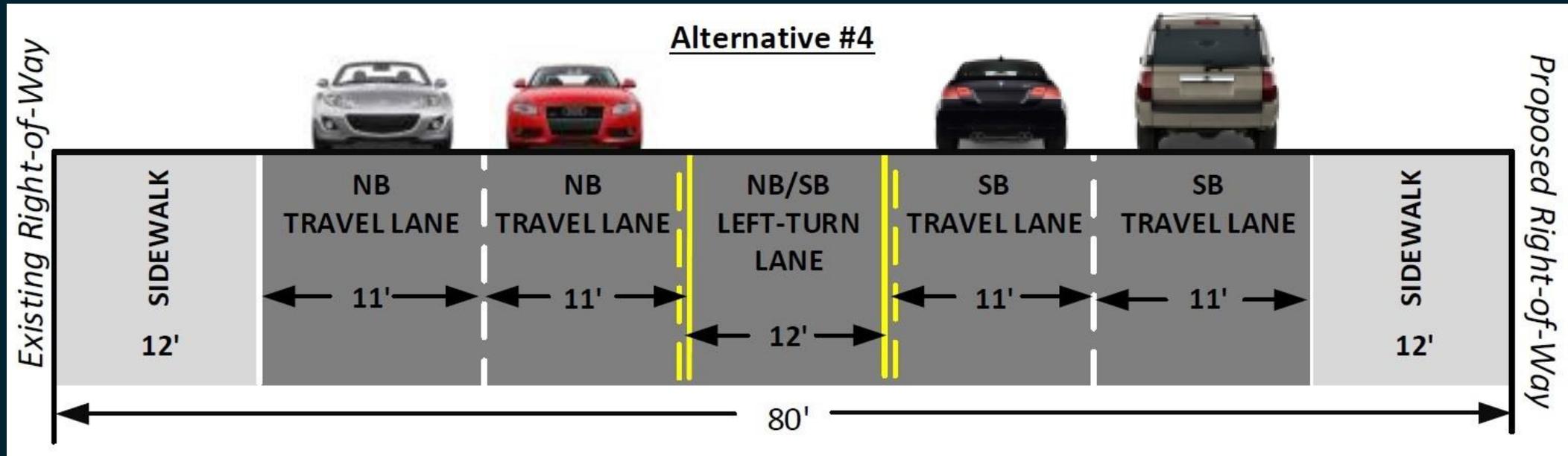


ALTERNATIVE 3 OPTIMIZED ALIGNMENT: 72' PROPOSED CROSS SECTION



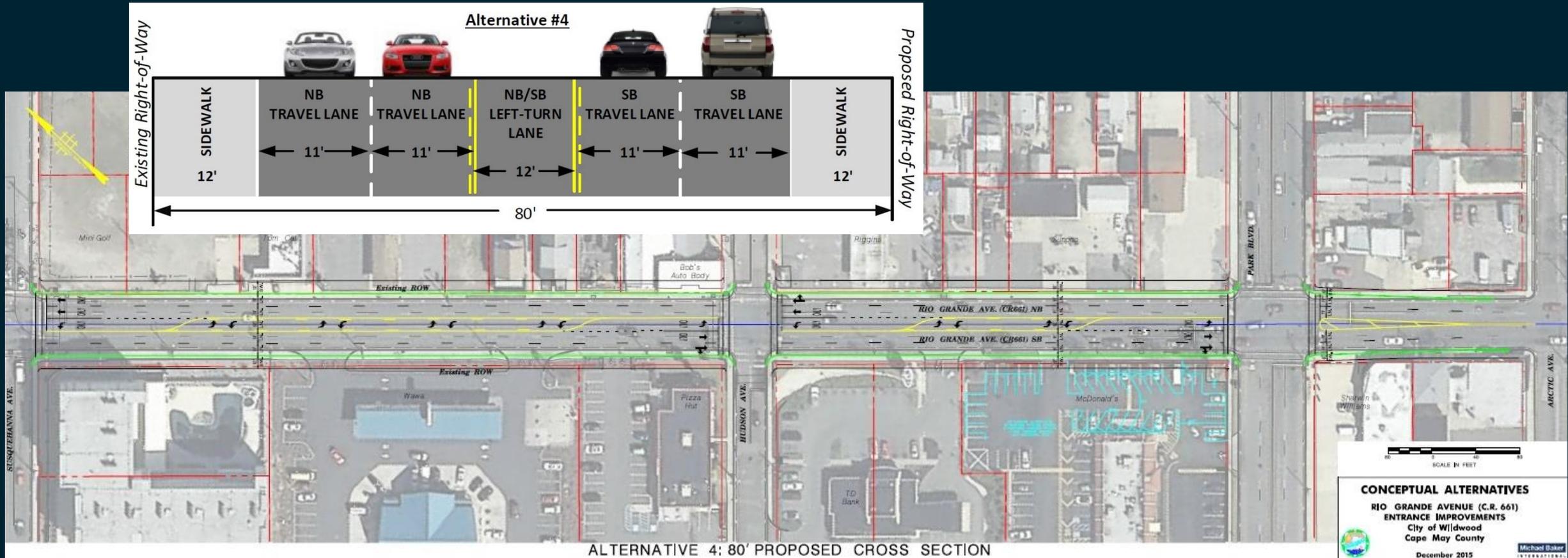
❖ Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 12' Two-Way Left Turn Lane
- 12' Sidewalks





❖ Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard)



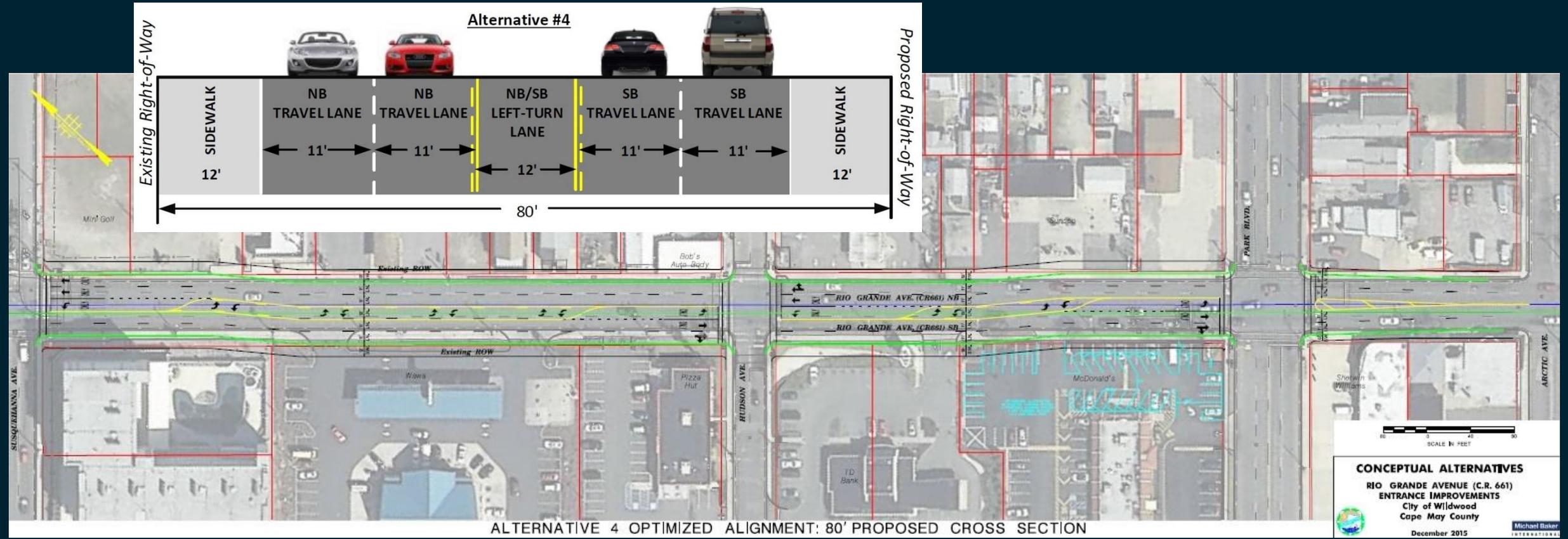
ALTERNATIVE 4: 80' PROPOSED CROSS SECTION

CONCEPTUAL ALTERNATIVES
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ENTRANCE IMPROVEMENTS
City of Wildwood
Cape May County

December 2015



❖ Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard) - Optimized

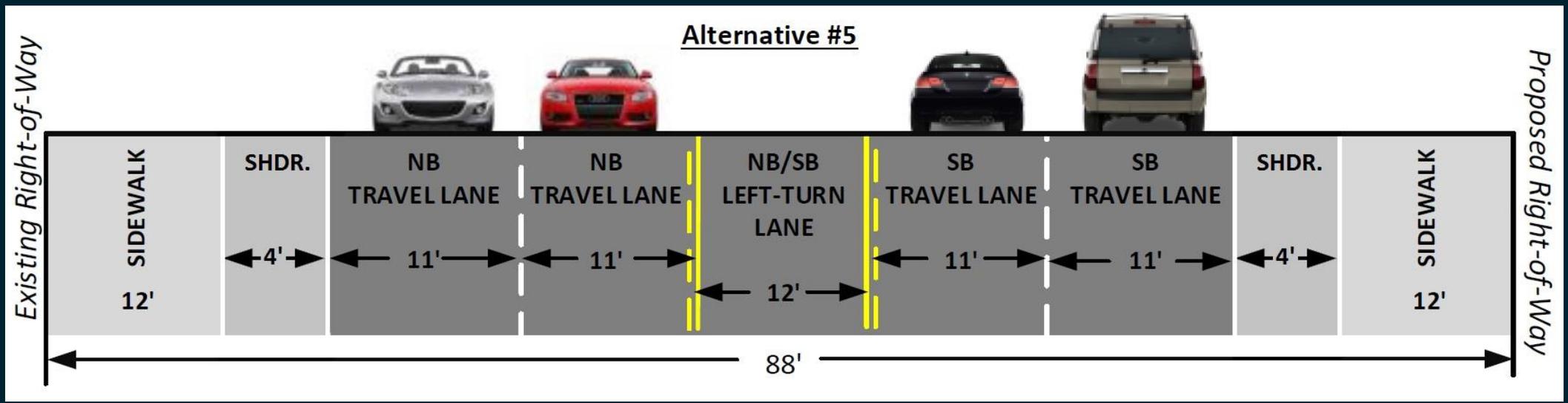


ALTERNATIVE 4 OPTIMIZED ALIGNMENT: 80' PROPOSED CROSS SECTION



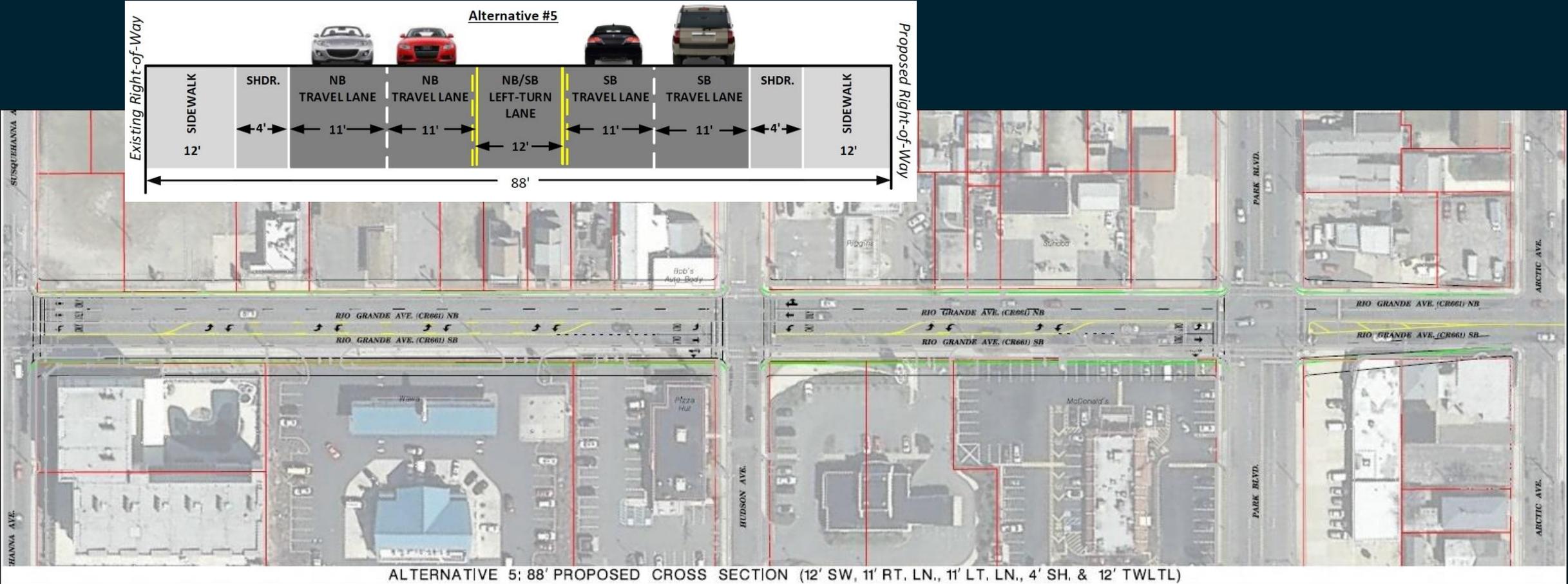
❖ Proposed Alignment 5 (Susquehanna Avenue to Park Boulevard)

- Two 11' NB Travel Lanes
- Two 11' SB Travel Lanes
- One 12' Two-Way Left Turn Lane
- 4' Shoulders
- 12' Sidewalks





❖ Proposed Alignment 5 (Susquehanna Avenue to Park Boulevard)



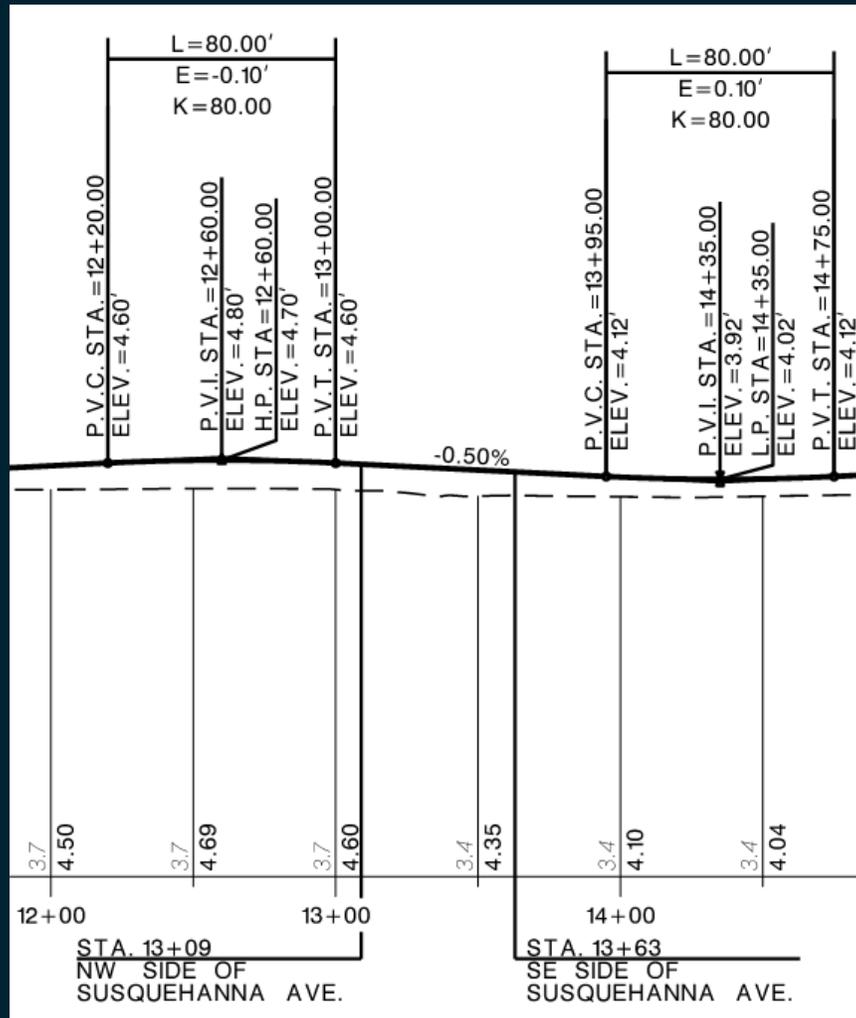


❖ Rio Grande Avenue / Hudson Avenue Intersection Alternatives:

- Alt 1. Closing off Access to Rio Grande Avenue from Hudson Avenue
- Alt 2. Allowing Right In or Right Out Access Only

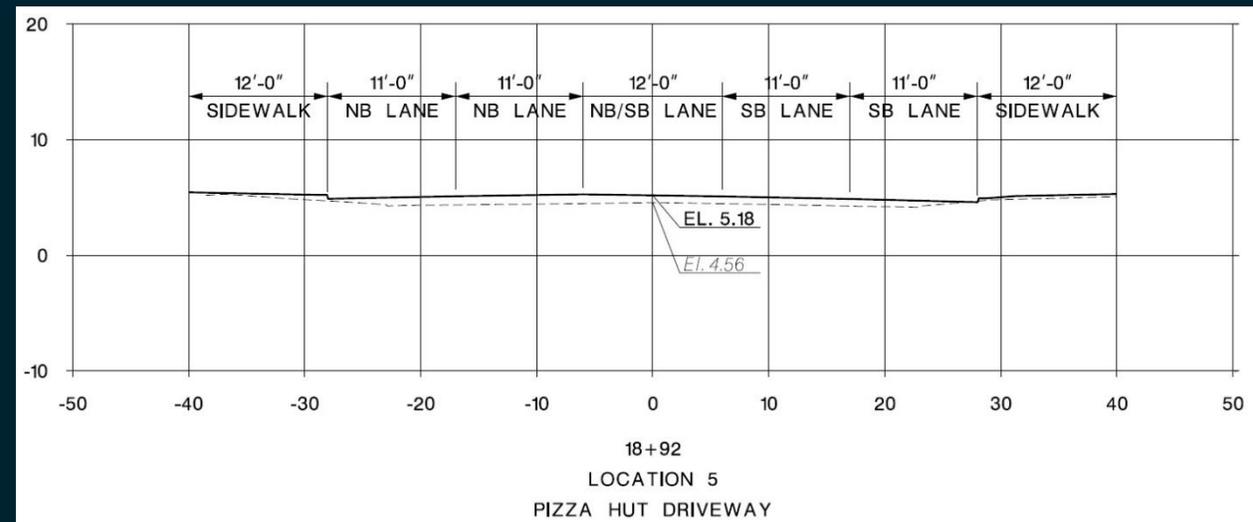
Benefits:

- Eliminates Traffic Signal
- Improves Access to Businesses from Center Turning Lane
- Provides Continuous Center Turning Lane



❖ Proposed Drainage and Flooding Improvements:

- Increasing the Profile of the Roadway
- Improving the Drainage System
- Installing a Pump Station for Storm Water





❖ Ocean City 9th Street - Before and After





Project Schedule & Current Status



❖ Preliminary Project Schedule:

- | | |
|--|-------------------------|
| • Data Collection/Purpose and Need Phase | Fall 2015-Winter 2016 |
| • Conceptual Alternatives & Analysis Phase | Winter 2016-Spring 2016 |
| • PPA and Final Documentation Phase | Summer 2016 |
| • Preliminary and Final Design
(Includes 18 months for ROW acquisition) | 2016 – 2018 |
| • Construction | 2018 - 2019 |



❖ Current Status:

- Work Began September 2015
- Data Collection Nearly Complete:
 - Field Survey and Mapping
 - Environmental Screening
 - Complete Wetland Delineation
 - Utility Verification
 - Identify Substandard Design Elements
 - Obtain Bridge Inspection Reports, Traffic and Accident Data
 - Perform Traffic Counts and Traffic Analysis
 - Complete Street Checklist and ADA Compliance Review
 - Stakeholders and Public Involvement
 - Develop Project Purpose and Need



❖ Community Outreach Schedule:

Steering Committee Meeting No. 1	1/22/2016
Community Stakeholders Meeting No. 1	4/11/2016
Community Stakeholders Meeting No. 2 & Public Information Center	Summer 2016
Public Information Center for Preliminary Preferred Alternative	Summer 2016
Steering Committee Meeting No. 2	Fall 2016



Discussion and Next Steps



❖ Next Steps:

- Finalize Data Collection Phase and Purpose and Need
- Finalize Conceptual Alternatives
- Present Conceptual Alternatives to Stakeholders and Public
- Select Preliminary Preferred Alternative
- Start Preliminary Design



Questions?

